

Wednesday March 29th, 1871

How to Save \$100,000 a Year.

A most interesting problem, certainly, and our correspondent professes to solve it. Let us see with what success. With his initial proposition we cordially agree, and his deductions generally we endorse. But we must join issue on some of his facts. That there is abundance of stock in the interior of the Mainland to supply the whole Colony cannot be doubted; and that the establishment of easy means of communication whereby that stock could be driven to the seaboard, would effectually check the annual drain upon the realized wealth of the Colony to pay for the foreign beef and mutton consumed on Vancouver Island, is equally certain. Indeed it was only the other week that we sought to impress these important facts upon the public in general and the Government in particular. As to the importance of establishing uninterrupted communication by land between the interior of the Mainland and the waters of Georgia we are, therefore, fully agreed with our correspondent. But we cannot agree with him as to the particular route by which it is most desirable that the seaboard should be reached. It may be desirable that explorations should be made in the country lying to the north and west of the Lower Fraser; and we will not say that the time has not fully come when such explorations should be made. On general principles it is desirable that the character and resources of the country should not remain a sealed book one day longer than can be avoided. In view of certain great impending enterprises, it is particularly important that the whole country bordering on the coast from Burrard even to Bate, possibly to Bentick, should be thoroughly explored. But has not our correspondent anticipated that exploration, and pronounced an opinion in the dark? He presumes too much respecting the facilities for reaching the seaboard by a new and unknown route, while he says too much against the old and established one. But, even admitting, for the sake of argument, what we deny in fact, that the route he has indicated is all that is claimed for it, and that the route he desires to discard as bad as he has described it, we can scarcely believe that any candid man with a map of the country before him would ever dream of seeking a stock route to the seaboard via Lillooet, P. Merton Portage, and Burrard Inlet. In the first place there are serious local difficulties. He speaks of the desert route to Yale; but there is, at least an open and excellent road already constructed, and we are disposed to think that no day's march would be found wholly destitute of natural food, unless during the winter season. But it occurs to us to ask how it is proposed to conduct stock through the chain of lakes which intervene between Lillooet and Pemberton. These lakes, hemmed in by mountains, offer no pass for travel of any kind save across their placid bosom. But, even if these beautiful lakes were all metamorphosed into meadows green, looking at the map, we would ask why stock should make a detour of several hundreds of miles in order to reach the seaboard at Burrard Inlet, when a much more easy route presents itself down the valley of the Lower Fraser. It will be observed that all the great stock ranges lie to the South, most of them hundreds of miles to the south of the Yale road; and if that road be impracticable for stock purposes, as is wrongly asserted, surely it would be more natural to look for an outlet via Kamloops and Hope, than to go all the way north to Lillooet. In fact there is no trouble whatever, even now, in driving stock out to Hope. The only bar to its progress to the seaboard is the construction of a road between Yale and New Westminster; that we must look for an outlet for the stock of the interior. A mere cattle trail would cost but little, probably much less than the sum indicated by our correspondent. But, in the general interests of the country, more than that is wanted. And herein consists another reason why we should not run away to the North for a cattle trail, but utilize the resources and consolidate the interests of the country upon what is essentially necessary—a continuous highway from the seaboard to the great interior. The necessity for supplying the wanting link in that highway—the portion between New Westminster and Yale—has so recently been dwelt upon in these columns that it will not be necessary to detain the reader with that part of the subject. It is known that the sole means of communication is by water, and that navigation is suspended during three, and sometimes four months in the year. This is a condition which, extremely inconvenient now, will become absolutely unendurable in the future. And it must be felt that the importance of such a road will be greatly increased with the increased ability to use it resulting from

the introduction of road steamers. This feverish desire to rush off into new and competing routes, before the old one has been fairly completed is a disorder which ought to be checked, a disorder from the ill-effects of which the Mainland still suffers.

That Telegraph Bill.

Smarter, as well he may, under the pitiful exposure he underwent in a most audacious attempt to prostitute the Legislature of the country to the promotion of his own personal and unjust ends, Mr DeCosmos makes a feeble and ludicrous effort at "helping a lame dog over the stile," in his organ of yesterday. The reader will readily detect for himself the palpable misconstruction sought to be put upon sentences of correspondence with the officers of the Telegraph Company, and the public must already be so familiar with the circumstances under which the publisher of this journal negotiated a contract with the company, months before the other paper had an existence, as to entitle us to pass at once to the period at which both publishers were placed upon precisely the same footing; taking occasion, however, to remark that it is not true that this journal only paid one-half of a cent per word, Mr DeCosmos has admitted, that in December last he made a contract with the Telegraph Company, and he cannot deny that such contract is an exact counterpart of the one existing between the publisher of this journal and the Company. Wherein, then, consists his grievance? If he does not "take more words than the paltry six hundred" covered by the contract, it is his own fault; not ours—certainly not the Company's; for they would be only too glad to supply him with as many words as are taken by this journal. Now, for that unfortunate Bill. The public are asked to believe what assuredly cannot be expected to believe—that a Bill made to the order contained provisions which he protested. That we were informed such was the case by one of the framers of the Bill we distinctly deny. Again he asks the public to think that the Bill did not seek to interfere with existing contracts, but sought only fair play. As was stated in a former article, one of its sections provided that the Bill "shall govern any and all existing contracts, any rule of law and equity to the contrary notwithstanding." Now, it would be an interesting reading, were words which are copied from the Bill, truly contradictory to the assertions of Mr DeCosmos, as to the character and object of the measure. Here a piece of "post-hoc" legislation is clearly intended, to "new and equity" to override and subvert both "law and equity." And yet the public are told that it only "fair play." We need not advert to other clauses in the Bill, equally contrary to all the principles of "English fair play," nor need we sojourn upon the shameful conduct of those who lent themselves to the attempted perpetration of such an outrage upon "English fair play." Let our contemporary publish the Bill which was most justly denounced by "indignation" and we should be quite content to leave an intelligent public to say whether its ignominious fate was not just and whether the severe punishment inflicted upon its author a merited one.

OLIVER CARICATURE.

Yesterday a local caricature in the midst of Moe's Confectionery store, attracted much attention. It represented a "comeleon," with the face of that chronic old turn-out, DeCosmos, sitting upon the limb of a tree. One of the rests upon a copy of the Colonist, which rests upon the act of testing up in a fit of spleenish rage, because he has not got the whole establishment under his thumb, while he keeps his eye well about him, awaiting the signal from his keeper to change his name or his politics as occasion may require. His keeper is that renowned statesman and astute politician, Banister, who, in a soiled white shirt and a dirty lace, stands in the foreground, drumming upon an empty beer barrel. Banister is hooked as the "Sensation Showman" and is supposed to be exhibiting the "Animal" to a "crowd" for a small pecuniary consideration. The food on which the Bird is fed is contained in a box labeled "Obit," to represent the comfortable salary of Cabinet Minister which the Civil List Bill legend across the face of the caricature. The public that the animal might with more propriety be made to read, "Soured" on the shores of Salt Lake. The artist certainly deserves praise for the fidelity with which he has produced the likeness.

COURT AT LAKE DISTRICT.

Kenneth McKenzie, Esq. J. P. held Court at the Lake School House yesterday. Four cases of delinquents for school tax were called, and judgment given in each case with costs. At the close of the proceedings the Magistrate read from the Bench a letter from one of the delinquents in which he represented that on all former occasions he had promptly met his obligations, but on the present occasion he considered the proceedings emanated from malice. The incorrigible Judge failed to see the locus standi and rendered judgment as in the former cases.

AN ACCIDENT.

A Chinaman was thrown from a wagon yesterday afternoon and sustained a fracture of one of the legs. A colored man drove him to a doctor's for treatment and then undertook to drive the horse home, but the beast started off again and precipitated the vehicle and driver over a embankment. Government Building—smashing the vehicle, but allowing the driver to escape with a few bruises.

OFFICIAL NOTICES AND APPOINTMENTS.

The Governor proclaims the District of Newnamo a Fence District under the provisions of the "Fences Ordinance 1869." The Governor has been pleased to appoint Edgar Dawdney, Esq. to be a Justice of the Peace for the Colony of British Columbia. It is notified that from a lighthouse recently erected on Point Reyes, California, is exhibited a flashing white light, showing a flash every five seconds, elevated 271 feet above high water, which in clear weather at mid-be seen from a distance of twenty-three miles.

STUART & KEAST.

Mr Arthur Keast has been admitted as a partner to the wellknown firm of Stuart & Keast, which will be henceforth Stuart & Keast. Mr Keast has been connected with Stuart & Co. for several years and has largely contributed to the success which has attended the operations of the firm, whose business, we are glad to know, is extending and increasing daily. We wish the new firm a full measure of prosperity.

SALE OF VALUABLE REAL ESTATE.

Mr Lumley Franklin will hold a sale of valuable city and other property on Tuesday, 30th inst. In the face of the improved condition of business, real estate must soon rapidly appreciate.

ON REMAND.—William Selbeck, charged with enticing two privates of the R.M.L.I. belonging to H.M.S. Stylla, to desert, was yesterday on a second examination remanded for four days.

THE FAVORITE.—This schooner, Captain McKay, arrived last evening from the West Coast with oil and furs, which she loaded at Esquimaux. The Indians are peaceable.

THE PROTESTANTS.—Mr Nelson's name was added to the protestants against the Civil List Bill, and the document was sent to the Governor yesterday.

RATIFIED.—The Senate of the United States has just ratified the naturalization treaty negotiated last year between that country and Great Britain.

SHIPPING.—The ship Columbia was towed to Hastings Mills yesterday by the Grapple. The Paddy Dawson, now loading there, will be completed her cargo on Tuesday and will be towed down by the Grapple to Royal Roads.

\$100,000 a Year!

The citizens of Victoria and New Westminster and the people of Burrard Inlet pay \$100,000 a year for beef. Every dollar of this goes to our friends in America. On the Mainland of British Columbia there are twenty thousand cattle; enough to supply our cities; but there is no road to the coast. Cattle can never be sent by the Yale road to Victoria market, because there is no feed by that road. It may be described as the road through the wilderness. A sleigh road from Burrard Inlet to Lillooet by the Pemberton Meadows, would open up for Agricultural and pastoral purposes the finest district in the Colony and save that \$100,000 a year. This sleigh road would suit all the cattle owners in the Upper Country. It would be applicable from the eastern pastures lands of Kamloops, the Bonaparte and Hat Creek; by the Hat Creek trail. The cattle from the pastures by the Upper Fraser could come by the trail to Pavilion Mountain road. Along the whole route the feed is first rate, and cattle would arrive at the Inlet in improved condition. A market farm, where the estate could rest, within 10 miles of the Inlet would be desirable property. The Government could make a large revenue by the sale of lands along the sleigh road, and by tolls on cattle drives over it to market. The lands by roads in a new country ought to sell at a fair price.

The New Bill.

Your local contemporary, having stopped receiving telegrams from abroad, has begun to manufacture them from home material. Yesterday he had a dispatch from James Bay on the Civil List Bill, in which his reports' discharge from the Humphreys' millrairie' as tearing up the ground beneath the feet of the Government members. This machine is claimed as a new invention, but, sir, it is claimed the first time I have heard of a similar weapon inflicting sad havoc in the tanks of an enemy.

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General Depot.

MEANS, LANGLEY & CO. 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200.

YATES STREET VICTORIA.

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DINNEFORD'S SOLUTION OF THE GREAT QUESTION.

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The Sound Mail Subsidy.

Essex's Latest Glossary.—Fair play is deservedly the pride of a Briton. Fair play is the basis of the dispensation of out-letting. This has hitherto been the standard of this Government. That both will be rivaled in accordance with the resolution in yesterday's Council, Capt Starr is made the recipient of a bounty already refused to Capt Finch, must be patent to the most casual observer. Last fall the latter offered to make bi-weekly trips with the mail-steamer Olympia—provided the port dues were remitted. Yet the offer was rejected. Capt Starr is well paid by the American Government, and if any favors are to be shown they should be to Capt Finch, who has been carrying the mails for the Government for eight years, being obliged to this government. It is a pity that the Government of Victoria desired the present reason to keep up a "healthy" opposition to the Sound, that the entire weight of subsidy should not fall on one side, as in the case of the subsidy of \$25,000 which was paid for carrying the mails a few years ago by this government to the California Navigation Co. and which amount was paid over to the owners of the opposition steamer Herman, by the said company to withdraw the Herman, thereby preventing a healthy opposition to the detriment of this colony.

Electricity is Life.

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PULVERMACHER'S PATENT GALVANIC CHAIN BANDS, BELTS, Pocket Batteries.

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ROYAL AGRICULTURAL SOCIETY OF ENGLAND.

LEICESTER MEETING, 1868.

UNPRECEDENTED SUCCESS.

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By Electric Telegraph.

LAST NIGHT'S DISPATCH.

Paris, March 21.—The bullion Bank of France has been removed to Versailles, and unissued notes have been issued.

The majority of journals contain elections ordered as void.

The Insurgent journals say they are in the following terms: The election of the National Council by the people, ratification of the National, self election of officers, and the suppression of the National Council.

VERSAILLES, March 21.—The Com of the National who were introduced to the Government, are denounced as traitors.

The course pursued by the Paris D has been repudiated. Blanc, Trochu and Proudhon are the chief speakers.

LONDON, March 21.—An insurrection of Rouen but was suppressed.

PARIS, March 22.—The Insurgent movement announces that the forts will be immediately armed to insure the defense of the city.

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